









sorry to have to say that he could not confirm that idea. He believed there were only three possible ways of dealing with this great question. One was to come to the conclusion that gold and silver never had done and never could do their work by their value; that all money was the same; but that there was no distinction between a bit of paper or a token, and the standard substance, and as it was the quality of it that mattered, which was employed by Mr. Gilliland, and that all these things in Eastern trade could have only sympathy for the avowed object of the resolution, but he thought there was great force in what had been stated by Mr. Whitall. He supposed that it was a matter about which there was no doubt that a conference would be held in Brussels on Nov. 23, and that being so, the resolution was open to the objection that they might be met with the reply from the Government which Mr. Macandrew had foretold. They might say, "What is the use of holding this conference before us if you have nothing to propose?" It seemed to him that there was implied in the resolution a belief on the part of the section that something could be done to rectify the difficulty as to exchange by the action of this Government and other Governments. There were some of them who thought that rather questionable. They remembered that some ten years ago, as far as he could recollect, some were in favour of Government interference, suggesting that we should revert to the old rule of fifteen and a half silver to one of gold. If that had been adopted then the position of this country to-day, with very large amounts due from foreign countries—probably £200,000,000, payable in gold, would have been the storehouse of the world for silver instead of its being in the vaults of the United States. (Hear, hear) Putting aside the question of bi-metallicism, the circumstances were such as to call for some reserve on their part in implying an opinion that the resolution along with Mr. Macandrew's remarks, it seemed to him that it bound them to the opinion that something could be done by Government action to rectify the old ratio between silver and gold. It seemed utterly impracticable, and he did not think that they should commit themselves to any implied opinion. The fall in the exchange, which had been reason to regret so much, had its favourable aspect as well. Speaking of tin, which was largely raised in the Malay Peninsula, he found that, taking the production of 1891, and comparing the average price with that of 1890, we were £1,000,000,000 more were being sold now than would have been paid ten or twelve years ago on the same production. That was no doubt an example of what was going on in India. He did not think the producers of tea, jute, &c., would think them for going back to the old ratio between silver and gold, because the answer was that silver was a depreciated currency; but it was not a depreciated currency so far as the native was concerned.

Mr. Gwyther thought Mr. Whitall was arguing against himself, and admitted the suggestion that the resolution was inopportune. It was an open question that the chances of India going to gold would be nil if we had bi-metallicism. They would be great if we had not bi-metallicism. He regarded it as an opportunity to pass the resolution, because it might have the effect of arresting the progress of the movement for a gold standard in India.

Mr. Macandrew, speaking as to the opportunity of the resolution, said that the Government were going to it to a conference which could not last long, and must ultimately separate by either coming to an agreement with the Powers or not. When the Government retired from the conference it would have committed itself to a definite course. They would either decide to follow the Americans in what they proposed or a modification of it, or they would decide that they would not interfere with our mono-metallic currency, and would leave things as they were now. It was, therefore, useless to approach the Government after the conference. The resolution asked for something to be done, but it left the Government to say what.

Mr. Kewitch supported Mr. Macandrew, and the resolution was put to the meeting, and carried unanimously. *—London and China Express.*

#### THE WAK OF WAY KEY.

It took about 300 Chinamen and 11,000 Europeans to ship off from Sydney to China 500,000 worth of departed mandarins, and to stink his spirit to the Confucian somewhere—or an average of 120th, weight of mourning manhood to each £5 which the defunct had left behind him. The deceased was Mr. Way Key, late Chinese merchant, of Sydney and Hongkong, a Mandarin of the Order of Giam Shang, or Gold Button. This sort of Mandarin is only a kind of C.M.G. among Chinamen, and not a celebrated rank as the well-known Mr. MacArt, of Sydney, who is a Mandarin of the Fifth "Button," or "also same Sir Quong Tart."

Way Key, having been a man of "thrill," and being thus able to hire both men and angels, was despatched to China long before his "too solid flesh could melt," instead of having to wait until his bones bleached out of their surroundings, as is the case with poor Chinamen who still preserve their piglets, and are qualified for a Chinese cemetery. Which is another proof of the justice of a second vote to the "thrill."

John Chinamp, the natural Christian holiday, Sunday, as the day for putting through the patient spook of the dead man, who, from his portrait, was a fat Tartar monk addicted to wearing a blue blouse and a Scotch cap. Sir Quong MacArt superintended the ceremonies, and did all that £1,000 or so could do towards tranquillising the future of a distinguished fellow-countryman.

His long, unaltered *gown* lay like a horse's tail down his back. At this point of the worship he flung himself prone in a corner and remained as one whispering secrets deep into the cellar. The spectators chatted gaily, smoked furiously, laughed, spat, and emitted a blend of odours that remained afterwards a decided memory. The sweetest thing in there was probably the corpse.

Many candles burned, incense puff-d, and the Rev. Young Choy conducted impressive services under a fire of chatter like to that of holiday-making apes. It was a soul-cheering revival. In the front shop, Chinamen of all grades presented themselves for craps and one "Ming" cigar apiece, as a token of their "deco sympathy" with the illustrious dead. A *Bullfinch* (not a Chinaman, by the way), being introduced by Sir Quong Tart, a Mandarin of Six Tails, got six cigars that kept their own secret as to whether they had or had not paid Customs duties.

The procession was better than a circus. It bossed the traffic, which had to move around lino-by-ways. There were two brass bands—the Balmal Premier band for land, and the Naval Volunteer Artillery band at sea—and both blasted the "Dead March in Saul" for the special benefit of the listening Chinese angels. Some 70 white trunks were hired for banner holding and carrying along various quaint emblems of condolence, it being considered *infra dig.* for any Chinaman to do any hard funeral labour in a land of Caucasoid coolies. The only opportunity which the unholly hands of the whites were not allowed to touch was the incense stand, or altar, with a mysterious loss somewhere on its shelves; this article was too holy for anybody but a pure and undefiled pigtail to handle. It was the Way Key Ark.

There were some eight or ten banners of gorgeous backgrounds and elaborate ornamentation in starting relief—vertical lines of hieroglyphs telling to the initiated the names of the donors, and their sentiments about and wishes for the deceased. For instance, one batch of sympathisers wished—"May his soul alight some soar up along a good place like bird to heaven." Another lot vowed—"Spouse we fill ocean alive way China with chry, no leopent losses so good man!" Others acknowledged his virtues and good example—"Good man, pay everybody twenty silling in the pong; not like loge longa bogus bank!"—or hoped he'd rest well, tantamount to the Christian "R.I.P.," in fact.

The herald of the procession was a Chinaman between two European hirelings, bearing aloft broad, black fans; this Chinaman scattered at intervals circular discs of paper, perforated with holes, to represent Chinese money. This scattering was "allies same pay his passage longa lead to Heaven." The street alms scrambled for the p-pers, and clapped them on their faces mask-wise, like young clowns. More hireling weavers preceded the forlorn band, and then came the banners, interlarded by mounds of mixed breeds of pedestrians. A table with a walnut-sort of mantel-back, and its shelves decorated with two fat hot candles, each about the size of a tank-lidger, skull-bubbling, ruler, and decorated wedding-cake fashion, was also bumped along by two European coolies; after which the holy altar and its Chinese attendants, the oil-p-trait of the dead man beamed next in procession, followed by a man fanning his spirit into coolness on the sultry journey to the peaceful land symbolised by a succeeding canopy. A carriageful of lilacs-of-the-valley wreaths, with a cupola surmounted by a crown, was a little ahead of a six-horse hearse draped with all the Christian barbarisms of flogging plumes and dismal finery. It took five Caucasian pigtail-bearers to do justice to the dead Chinaman's gold.

Immediately after the hearse came the chief mourner, stumbling with violent brown-holland grief, and having to be guided and lifted along by two plebeian Chews in coarse dresses of something that looked like sack. Mourning coaches, open carriages, cabs, &c., to the number of a couple of hundreds followed the quaterdeck band, and struggling pedestrians to many thousands, whooped up the rear.

By stopping a few seconds and lowering of banners, "respects" were paid to the General Post-office, the Town Hall, St. Andrew's Cathedral, the Centenary Hall, St. Philip's Church, and Dr. Lang's Church. A wealthy defunct Chinaman is the politest person in the world.

Down at Smith's Wharf, the crush was pulverising. In a big cargo-shed, a picnic-table was laid with prog and porables—a whole baked sucking-pig, a whole baked hog, a whole baked lamb, fowls, rice, fruits, sweets, and wine. The wharves of war-cars were packed in front of this with the altar and jars in its front, and upon a square of playing-carpets, the Chinese adores came, several at a time, to flon, to ground their brows, to court, to swing arms and clasp hands, to kiss "good-bye," and generally, to take leave of the remains with pantomimic fulness. The brown-holland came out very strong here again, flanked by the possid of bedgowns in cook-caps, and *vis-a-vis* with the female mourners, also hidden in white. Every prostrating Chinaman carefully uncoiled his pigtail before shaking hands with the soul of the deceased in front of the flaring candles and the incense-puffing lost.

Suddenly a Chinese performer commenced a queer nasal chant, the chief ref-in of which appeared to be something like—"Call soup!" ordered at least a score of times. Attendants pressed along various items of food, which were "blessed" and offered to the evil spirits who lurk in the side caves along the route to the Confucian Paradise, as bribes to induce them to let Way Key pass on without paying further politax. Also, some of the provender was to sustain Way Key during his journey, in the intervals of the pigtail business. That is to say, his ghost accepted the ghost of the ration, while his devout mourners demolished the reality after the remaining ceremonies.

These few. The coffin and banners were swung into the mainhold of the steamer *Titan*, the brown-holland and his calico comrades descended after and "whipped" a "positively last farewell, the band gave another blast from the "Dead March in Saul," and Way Key was battered over. There were five Chinese priests to bless the religious rites; four general managers, MacArt being the chief; four chief mourners in brown-holland—the bowed-down grandson, two ladies and a youngster; and some fourteen other special mourners in white calico bedgowns. At latest accounts, Way Key was understood to be cool and comfortable, and doing well. There is to be a bigger bobby when the corpse lands in China. His immediate relatives are proud people to-day, and Quong Tart is first-class showman. "The Diplomat" in *Sydney Bulletin*.

The tendency to increase the size of ocean steamers continues. The length of certain steamers that are about to be built for the Atlantic passenger service exceed that of any steamer at present in existence. The main object is to attain great speed and to reduce considerably the time of an ocean voyage. The size of a steamer is looked upon as a condition upon which, in the present state of ship and engine building, the matter of speed very greatly depends. The larger the steamer, the greater the speed, and the greater the speed, the greater the cost. It is, therefore, impossible unless they were fitted with large engines of great power. But these would be out of proportion to the size of the vessel, and it is a question whether they would prove of great advantage. The engine must fit the ship as it were. It has, however, reached a state of development where from this time on any further improvements of importance will probably come very slowly.

To overcome successfully the friction in so massive a piece of mechanism as that of an engine on a fast ocean steamer, is a problem that has been worked out so far as accomplished, through a long series of years. Yet, taking it in its connection with economy in the use of steam, there is still a chance for inventive genius to simplify and to obtain even better results than are now witnessed. The matter of friction of the engine is a most important factor in the engine (ancient steam). How universal and how complete a revolution in the engine of the future will be, it is difficult to predict. But it may be assumed that it would be of great advantage to steamers of the present time, and quicker ocean trips would in great cases result therefrom. *—New York Maritime Gazette.*

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, for Rickets, Lavarum, and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried Scott's Emulsion in cases of wasting in young children, and I am of opinion that it is a valuable preparation in such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Granville Road, Bermondsey, S.E. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China. *—Advt.*

**Today's Advertisements.**  
NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.  
CONSIGNEES OF CARGO per Steamship "LIGHTNING."  
are hereby informed, that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after the 19th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 17th November, 1892. [144]

**VICTORIA CHAPTER.**  
No. 525.  
AN EMERGENCY CONVOCAION of the above Chapter will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 17th November, 1892. [145]

**HONGKONG SMOKING CONCERT CLUB.**  
NOTICE TO MEMBERS.  
THE FIRST CONCERT of the SEASON will be held in the "THEATRE ROYAL," SATURDAY, the 19th November, at 9.15 P.M. T. E. DAVIS, Esq. in the Chair.  
JAMES A. LOWSON, Hon. Secretary.  
Hongkong, 17th November, 1892. [142]  
**KING WO CHEUNG.**  
COAL MERCHANTS, SHIPS' COMPRA-DORES, STEVEDORES, &c.  
Have for Sale a cargo of pure AKAIKI COAL, ex S.S. "LENNOX."

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.  
For full particulars as to price, &c., Apply to  
KING WO CHEUNG, No. 32, Praya Central.  
Hongkong, 17th November 1892. [751]

**NOTICE.**  
NOW READY!  
THE "BOKHARA" DISASTER.  
A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER  
With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thalys*, official reports of the Chief Officer, the *Ancon*, and the *Porphyra*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.  
(All carefully Revised and Edited).  
NOW READY.  
THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.  
PRICE.....FIFTY CENTS.  
Orders should be sent to  
THE MANAGER  
Hongkong Telegraph Office,  
Edwards' Hill.  
Hongkong, 26th October, 1892.

**Notices of Firms.**  
NOTICE.  
THE Undermentioned Firm as Established at CANTON from the 15th instant, and FRANCIS PEREIRA, Esq., Sign pro. at Canton.  
J. T. COTTON,  
Merchant & Commission Agent,  
Hongkong.  
Hongkong, 12th November, 1892. [1205]

**Auctions**  
PUBLIC AUCTION  
OF  
DRAPERY, ETC.  
THE Underigned has received instructions to Sell by PUBLIC AUCTION, ON SATURDAY, the 19th November, 1892, Commencing at 2.30 P.M., A VERY FINE ASSORTMENT OF GENTLEMEN'S DRAPERY, Comprising:—  
SUIT LENGTHS for Autumn and Winter Wear in West of England TWEEDS, HOMES-PUIN, CASHMERE, and other Materials, LAMBE, CALIFORNIA, BLANKETS, SINGLES, HOSIERY, SHIRTS, &c., &c. GENTLEMEN'S BOOTS, Assorted Sizes.

Also, A QUANTITY OF LADIES' DRAPERY, Comprising:—  
DRESS MATERIALS, SILKS, &c., and other Goods.  
The above will be on view on Friday next, P.M. TERMS OF SALE—Cash on delivery.  
GEO. P. LAMBERT, Auctioneer.  
Hongkong, 14th November, 1892. [1129]

**For Sale.**  
FOR SALE.  
THE GOOD S.S. "PEKIN" and S.S. "KWONG-MO."  
For Particulars apply to  
SUI KEE CHAN, 53, Bonham Street West.  
Hongkong, 14th November, 1892. [1130]

THEY LEAD THEM ALL, THE CELEBRATED CALIFORNIA WINES, from the well-known Vineyards of Messrs. KOHLER and VAN BERGE, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.  
Guaranteed to be Pure and Undiluted.  
Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.  
Prices forwarded on application to  
MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.  
Yokohama, 12th August, 1892. [844]

**FOR SALE.**  
THE SCHOONER "MONTARA," AS SHE NOW LIES IN YAU-MAT TAY. Length.....75 feet. Beam.....17 feet. Depth of hold.....7 1/2 feet. Registered Tonnage.....75 tons. (Owing to recent alterations the carrying capacity of the *Montara* has been increased to about 120 tons dead weight.)  
The *Montara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European supervision, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.  
For Particulars as to Price, &c., apply to  
R. FRASER SMITH, 6, Pedder's Hill.  
Hongkong, 17th May, 1892. [1525]

**FOR SALE.**  
THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCK.  
THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 20" and 31" dia. with stroke of 26". The Crank Shaft is 6 1/2" dia. at the Crank Pin and 4" dia. at the Journals. The H.P. Piston Rod is 3" and the L.P. 3 1/2" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 14" dia. by 13" stroke, Single Acting Circulating Pump 8" dia. by 1 1/2" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.  
These Engines have been very little used and are in thoroughly good order.  
The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 26" by 9 1/2" long, external measurements. Furnaces, 2 1/2" dia. 1" Dome, 4 1/2" dia. by 4 1/2" high. Tubes, 1 1/2" in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.  
The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.  
For further particulars, apply to  
R. FRASER SMITH, 6, Pedder's Hill.  
Hongkong, 17th May, 1892. [126]

**Intimations.**  
SAI-PANG COALS.  
THE Underigned begs to Inform the Public that he has applied to HOP-VO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.  
KONOMI TAKASUKE, Owner of the Hondo Coal Mines.  
WE the Underigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.  
HOP-VO-LOONG, Agents for the Hondo Coal Mines, Nos. 36 & 37, Praya Central.  
Hongkong, 26th August, 1892. [855]

**DENTISTRY.**  
FIRST CLASS WORKMANSHIP  
MODERATE FEES.  
MR. WONG TAI-PONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD (Opposite Hongkong Hotel).  
CONSULTATION FREE.  
Hongkong, 17th July, 1892. [129]

**Intimations.**  
**KELLY & WALSH, LD.**  
THE Broomcloser and how to use it. Woodwork: Carpentry and Joinery. The Modern Practical Bread Baker. The Practical Polish and Varnish Maker. The Phonograph. The Hand Camera and how to use it. Electricity up to date. A Short-hand Birthday Book. The Mother's Guide, by Armand Sempie. Winding Magnets, by Carl Hering. English Colonization and Empire, by Caldecott. Ambulance Lectures, by Dr. Darwin. Mary McHardy's Elocutionist. The London Daily Press.  
NEW NOVELS.  
But Men Must Work, by Rosa Carey. The Wreckers. The Pretty Widow. Egle Joe, by Henry Herman. The Best Season on Record. Bob Marlin's Little Girl, by Christie Murray. Lady Fort St. John. The Magic Ink, by William Black. A Reckoning Vengeance, by Frank Barrett. The Family Feud, by Thomas Cooper. Vampires, by Julien Gordon. A Lost Wife, by Mrs. Lovett Cameron.

**KELLY & WALSH, LIMITED,**  
QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 11th November, 1892. [6]  
**CARMICHAEL & CO., LD.**  
CHRISTMAS AND NEW YEAR CARDS, CHINESE, &c. &c.  
CHEAP AND VARIED ASSORTMENT CHOCOLATE CREAMS IN PLAIN AND FANCY BOXES.  
FOWLING PIECES AND AMMUNITION.  
**CARMICHAEL & CO. LTD.**  
18, Praya Central, Hongkong.  
Hongkong, 29th October, 1892. [62]

**CENTRAL HOTEL, SHANGHAI.**  
THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.  
SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.  
The Electric Lighting now partly laid on will be completed during this year, 1892.  
An Assistant will attend on Passengers by Mail Steamers.  
N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

**F. E. REILLY, PROPRIETOR.**  
**CHRISTMAS 1892!**  
**TOYS.**  
OUR FIRST SHIPMENT IS NOW UNPACKED AND CONTAINS MANY INEXPENSIVE NOVELTIES.  
**CHRISTMAS CONFECTIONERY.**  
**CHRISTMAS CAKES.**  
**LANE CRAWFORD & CO.**  
Hongkong, 12th November, 1892. [1071]

**W. POWELL & CO.**  
**FENDERS! FENDERS!! FENDERS.**  
IN BLOCK STEEL AND BRASS. FIRE IRONS TO MATCH.  
A FULL SIZED ENGLISH CHIMNEY SWEEPING APPARATUS FOR HIRE.  
**W. POWELL & CO.**  
Hongkong, 12th November, 1892. [5]

**Hotels**  
**WINDSOR HOTEL,** (In Connaught Building), QUEEN'S ROAD, HONGKONG.  
THE Private Hotel heretofore carried on in WINDSOR HOTEL has now been removed to CONNAUGHT HOUSE. Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold Water. Passenger Elevator to all Floors. Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor. *—Herald, 23rd August, 1892.* [184]

**HAUENSTEIN'S HOTEL, A MOY.**  
THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality. Terms Moderate.  
R. HELLWIG, Proprietor.  
Amoy, 1st September, 1892. [885]

**PEAK HOTEL.**  
OPEN ALL THE YEAR ROUND.  
THIS commodious and well appointed HOTEL, situated at a height of 3,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.  
SPECIAL WINTER RATES.  
The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—  
One person, one month.....\$50.00  
Married couple (occupying one room) per month.....85.00  
One person per day.....2.50  
Married couple per day.....3.50  
For full particulars apply to:  
VICTORIA HOTEL.  
Hongkong, 25th October, 1892. [814]

**THE BOA VISTA HOTEL, BISHOP'S BAY, MACAO.**  
THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.  
Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands. Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar. A small Dairy is attached to the premises.  
MRS. MARIA B. DOS REMEDIOS, Proprietress.

**THE SHAMEN HOTEL, BRITISH CONCESSION, CANTON.**  
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.  
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.  
Wines, Spirits, Malt Liquors, etc., of the best quality only.  
A WELL APPOINTED BILLIARD ROOM.  
A. F. DO ROZARIO, Manager.  
Hongkong, 1st September, 1892. [1170]

**BAY VIEW HOTEL.**  
MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.  
The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or *Tiffin* prepared in First-class style on the shortest notice, and Meals can be served at all hours.  
Hongkong, 2nd May, 1892. [146]



## The Share Market.

**LATEST QUOTATIONS**  
 Hongkong and Shanghai Bank—117½ per cent. shares and sellers.  
 The National Bank of China, Ltd.—on 7/10. paid up—35 per cent. dia., sales and buyers.  
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—2½, sellers.  
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, £20, sellers.  
 Chinese Imperial Loan of 1884, B—2½ per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—2½ per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—14 per cent. premium.  
 Union Insurance Society of Canton—\$82 per share, buyers.  
 China Traders' Insurance Company—\$55 per share, buyers.  
 North China Insurance—Tis 235 per share, sellers.  
 Canton Insurance Company, Limited—\$105 per share, sellers.  
 Yangtze Insurance Association—\$102, sellers.  
 On Tui Insurance Company, Limited—Tis 150 per share.  
 Hongkong Fire Insurance Company—\$205 per share, sellers.  
 China Fire Insurance Company—\$204 per share, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$30, sales.  
 China and Manila Steam Ship Company—28 per share, buyers.  
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
 Douglas Steamship Company—\$37 per share, sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—\$75 per cent. premium, sales and sellers.  
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
 Hongkong Hotel Company—\$23, sales and sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$60½.  
 The Austin Arms Hotel and Building Company, Limited—\$41 per share, sellers.  
 The Shamrock Hotel Co., Limited—\$5 per share, sellers.  
 Panjion and Sunghie Dua Samantan Mining Co.—\$21 per share, sales and buyers.  
 The Raub Gold Mining Co., Limited—30 cents per share, sales and buyers.  
 New Imuris Mining Co., Limited—\$12 per share, buyers.  
 The Balmoral Gold Mining Co., Limited—nominal.  
 Tongkin Coal Mining Co.—\$130 per share, sellers.  
 The Jelutong Mining and Trading Co., Limited—\$8 per share, sales and buyers.  
 The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.  
 London and Pacific Petroleum Co., Ltd.—nir nominal.  
 China Sugar Refining Company, Limited—\$155 per share, buyers.  
 Luxon Sugar Refining Company, Limited—\$35, nominal.  
 A. S. Watson & Co., Limited—\$158 per share, ex div, sellers.  
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
 The Kwongloon Land Investment Co., Limited—\$8 per share, sellers.  
 The Hongkong Land Investment Co., Limited—\$57, buyers.  
 The West Point Buildings Co., Limited—\$27 per share, sellers.  
 H. G. Brown & Co., Limited—\$24 per share, sellers.  
 Hongkong and Kwongloon Wharf and Godown Company—\$44 per share, sellers.  
 Hongkong Rone Manufacturing Company, Limited—\$97½ per share, sellers.  
 Hongkong Gas Company—\$105 per share, sales and buyers.  
 Hongkong Ice Company—\$68 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.  
 The Green Island Cement Co.—\$44 per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$23 per share, sales and sellers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$35 per share, buyers.

## EXCHANGE.

On London—Bank, T. T. .... 2/8½  
 Bank Bills, on demand ..... 2/9  
 Bank Bills, at 4 months' sight ..... 2/9½  
 Credits at 4 months' sight ..... 2/9½  
 Documentary Bills, at 4 months' sight ..... 2/9½  
 On Paris—Bank Bills, on demand ..... 3/45  
 Credits, at 4 months' sight ..... 3/55  
 On India—T. T. .... 222  
 On Demand ..... 222½  
 On Shanghai—Bank, T. T. .... 72  
 Private, 30 days' sight ..... 72½

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mrs. Anderson. Mr. B. J. B. Hyde.  
 Dr. F. Baumeier. Mr. A. Kison.  
 Mr. C. E. Bignone. Consul and Mrs. von  
 Mr. R. G. Burden. Leeper and maid.  
 Mr. and Mrs. Clark and child. Mr. A. M. Morton.  
 Capt. Clutterbuck. Mr. G. R. Nicoll.  
 Mrs. Clutterbuck. Mr. and Mrs. North.  
 Dr. H. C. Cox. Mr. C. R. Rogg.  
 Mr. G. J. Cummings. Mr. F. E. Shean.  
 Mr. C. S. Cummings. Mr. and Mrs. W. Stuart.  
 Mr. Geo. Fenwick. Smith.  
 Mr. Theo. Howard. Mr. J. Walls.  
 Major Hutchinson. Mr. and Mrs. Warren.  
 Mr. F. E. Hyde. Mr. and Mrs. Whelan.  
 Mr. F. E. Hyde, Jr. Mr. L. Wilde.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Mr. W. E. Crowe.  
 Mr. S. T. Benjamin. Mr. E. S. Joseph.  
 Captain Benson. Mr. and Mrs. Macbean.  
 Mr. H. B. Brock. children and nurse.  
 Colonel Chauncy. Mr. Chas. C. Malach.  
 Rev. R. F. Cobbold. Mr. H. F. Meyerink.  
 Mr. Cochran. Mrs. Nicrop.  
 Mr. and Mrs. C. C. Mr. A. Ross.  
 Cohen. Mr. Taylor.  
 Mr. J. B. Coughtrie.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. Morton Jones.  
 Mr. Ammalin. Mr. V. Kolof.  
 Mr. and Mrs. Beaumont. Mr. W. H. R. Loxley.  
 Miss Beaumont. Mr. F. Maitland.  
 Mr. Chaudet. Mr. W. R. Needham.  
 Mr. T. Cowen. Mr. Oakley.  
 Mr. and Mrs. O. Faucher. Mr. Osborn.  
 Miss Faucher. Mr. Geo. L. Tomlin.  
 Mr. W. S. Harrison. Mr. Tomlin.

## Shipping.

**ARRIVALS.**  
 LENOX, British steamer, 1,327, W. Ward, 16th Nov.—Molli 11th November, Coals—Dodwell, Carill & Co.  
 SALAZAR, French steamer, 2,140, A. Paul, 17th Nov.—Marseilles 16th Oct., Alexandria 21st, Port Said 22nd, Suez 23rd, Aden 27th, Colombo 3rd Nov., Singapore 9th, and Saigon 13th, Mails and General—Messageries Maritimes.  
 NESTOR, British steamer, 1,269, J. S. Thompson, 17th Nov.—Shanghai 9th Nov. and Amoy 15th, General—Butterfield & Swire.  
 LIGHTNING, British steamer, 2,124, J. G. Spence, 17th Nov.—Calcutta 20th Oct., Penang 17th Nov., and Singapore 10th, Opium and General—D. Sassoon, Sons & Co.  
 FIDELIO, German steamer, 742, Mitten, 17th Nov.—Canton 17th November, General—Melchers & Co.  
 KONG HENG, British steamer, 862, Jackson, 17th Nov.—Bangkok 9th Nov., and Angkor 10th, General—Yuen Fook Hong.  
 FORMOSA, British steamer, 2,616, C. E. Baker, 17th Nov.—London 24th Sept., and Singapore 14th Nov., General—P. & O. S. N. Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 Ningpo, German steamer, for Shanghai.  
 Namoi, British steamer, for Swatow, &c.  
 FIDELIO, German steamer, for Saigon.

**DEPARTURES.**  
 November 16, Esmeralda, British steamer, for Amoy, &c.  
 November 16, Tatyck, German steamer, for Canton.  
 November 17, Asagoo, Japanese steamer, for Nagasaki.  
 November 17, Ningpo, German steamer, for Shanghai.  
 November 17, Charters Towers, British str., for Kutchinotus.

**PASSENGERS—ARRIVED.**  
 Per Salazar, str., from Marseilles for Hongkong. Mr. and Mrs. A. Abadie, Messrs. Duncan and Thotard. From Amoy. Mr. Hauener. From Singapore. Mr. and Mrs. van der Plouet and 2 infants. Ed. van Nierop. From Saigon. Messrs. T. Colas and A. L. de Besancon. From Marseilles for Shanghai. Mr. and Mrs. Morrison. Mr. Rocher and Lebel. From Alexandria. Mr. Tokmokoff. From Marseilles for Yokohama. Messrs. Lichtenstein, Estouff, Alex. Bordel, L. Boney, Mialhine, Detrennes, Demangele, Takezono, and Redomoff. From Singapore. Mr. Hardy Ions.  
 Per Lightning, str., from Calcutta, &c.—Mr. and Mrs. Khim Saw Klam, child and 3 servants, Messrs. M. S. Abrahams, P. C. Patell, 2 Chinese ladies, 4 Europeans and 4 children, 399 Chinese, 35 women and 1 boy.  
 Per Nestor, str., from Shanghai, &c.—38 Chinese.  
 Per Kong Heng, str., from Bangkok, &c.—Messrs. Calmat, Soyle, and 109 Chinese.  
 Per Formosa, str., from Singapore, &c.—217 Chinese.

**DEPARTED.**  
 Per Esmeralda, str., for Amoy—2 Europeans and 100 Chinese.  
 Per Ningpo, str., for Shanghai—1 European and 5 Chinese.  
 Per Namoi, str., for Swatow, &c.—4 Europeans and 250 Chinese.

**REPORTS.**  
 The British steamer Lightning reports that she left Calcutta on the 20th ultimo, and Singapore on the 10th instant. Experienced fine weather throughout the voyage.  
 The British steamer Nestor reports that she left Shanghai on the 9th instant, and Amoy on the 15th. From Amoy to Hongkong had light north-east monsoon and fine weather.  
 The British steamer Kong Heng reports that she left Bangkok on the 9th instant, and Angkor on the 10th. Had light south-east wind and calm to Polo Obi, thence to Cape Padaran had fresh to strong west-north-west and south-west winds with rough following sea. From Cape Padaran to arrival had moderate to fresh north-east winds and head sea.

## Post Office.

**MAIL WILL CLOSE—**  
 For Foochow, Per Amoy to-morrow, the 18th instant, at 2.30 P.M.  
 For Saigon—Per Cien to-morrow, the 18th instant, at 4 P.M.  
 For Halphong—Per Ash to-morrow, the 18th instant, at 5 P.M.  
 For Nagasaki, Kobe and Yokohama—Per Glamorganshire to-morrow, the 18th instant, at 5 P.M.

## SHIPPING IN HONGKONG

**STEAMERS.**  
 APENRADE, German steamer, 700, Hohlmann, 15th Nov.—Canton 15th Nov., General—Danish steamer, 682, Revbeck, 16th Nov.—Halphong 15th Nov., General—A. R. Marty.  
 CHANGSHA, British steamer, 1,463, J. E. Williams, 14th Nov.—Kobe 9th Nov., General—Butterfield & Swire.  
 CHIMOTU, British steamer, 2,300, A. Hunt, 14th Nov.—Sydney 20th Oct., Brisbane 22nd, Townsville 25th, Cooltown 26th, Thursday Island 29th, and Port Darwin and Nov., Coals and General—Butterfield & Swire.  
 DONALD, German steamer, 1,639, B. Grundmann, 14th Nov.—Saigon 8th Nov., Bico—Wieler & Co.  
 EMPRESS OF INDIA, British steamer, 3,003, P. Marshall, R.N.R., 7th Nov.—Vancouver, via Yokohama, Kobe, and Shanghai 9th November, General—Canadian Pacific Railway Co.  
 FAME, British steamer, 117, Captain McElassie, Hongkong Government tender.  
 GLASGOWSHIRE, British steamer, 1,842, D. Davis, 16th Nov.—Singapore 9th Nov., General—Dodwell, Carill & Co.  
 GLENORCHY, British steamer, 1,827, J. Ferguson, 16th Nov.—Singapore 8th Nov., General—Jardine, Matheson & Co.  
 HAIKONG, French steamer, 874, Gallit, 15th Nov.—Halphong 13th Nov., General—Messageries Maritimes.  
 HONGAT, British steamer, 1,663, James Young, 15th Nov.—Passaran (Java), 4th Nov., Sugar—Jardine, Matheson & Co.  
 IMPERIAL, British steamer, 2,220, Captain John Mackenzie McQuhae, 15th Nov.—Nagasaki 10th November.  
 LOO SOK, British steamer, 1,000, V. Peikes, 15th Nov.—Victoria B.C., 16th Oct., General—Dodwell, Carill & Co.

## HONGKONG—STEAMERS.

**Continued.**  
 NAMOI, British steamer, 869, T. Harris, 16th Nov.—Foochow 12th Nov., Amoy 14th, and Swatow 15th, General—D. Laprak & Co.  
 NURNBERG, German steamer, 2,007, B. Blanke, 14th Nov.—Yokohama 8th Nov., Higo 8th, and Nagasaki 10th, Mails and General—Melchers & Co.  
 OORVA, British steamer, 419, Hamlin, 23rd Nov.—Singapore 16th May, General—Butterfield & Swire.  
 PERU, American steamer, 2,540, W. Ward, 10th Nov.—San Francisco 15th Oct., and Yokohama 5th Nov., Mails and General—P. M. S. S. Co.  
 PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.  
 TAI-CHONG, German steamer, 823, H. T. Spieren, 15th Nov.—Hollo 11th Nov., Sugar—Jardine, Matheson & Co.

**SAILING VESSELS.**  
 ALBANIA, British ship, 1,438, W. S. Brownell, 20th Oct.—New York 7th May, Kerosene Oil—Reuter, Brockelmann & Co.  
 DOROTHEA, German bark, 620, H. M. Moeller, 6th Nov.—Liverpool 22nd July, Coals—Master.  
 ERLKONTO, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island—Chinese Customs.  
 SOULA, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals—Geo. R. Stevens.  
 ISAAC REED, American ship, 1,480, F. D. Waldo, 14th August—New York 4th April, Kerosene Oil—Reuter, Brockelmann & Co.  
 JESSEMAN, German bark, 883, A. Oesselmann, 21st Sept.—Hamburg 20th April, General—Arnhold, Karberg & Co.  
 J. Y. ROBINSON, British schooner, 172, Crooby, 11th Sept.—New York 10th May, Petroleum—Order.

**NAM-SHUN-SHING** Chinese schooner, 300, Luk Laitong, 24th August—Yee-on 11th August, Timber—Yung Kee.  
 NICOVA, British bark, 595, T. Norris, 16th Nov.—Bangkok 5th November, Timber—Wieler & Co.  
 SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil—Jardine, Matheson & Co.  
 SANTA CRUZ, American schooner, 92, H. W. Banke, 20th Oct.—put back, General—Wieler & Co.  
 XENIA, American bark, 1,135, L. D. Smith, 3rd Nov.—Sydney, N.S.W., 3rd Sept., Coal—Order.

## Masonic.

**ZETLAND LODGE.**  
 No. 525.  
 AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 18th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 14th November, 1892. [1134]

## ST. ANDREW'S CHAPTER.

HONGKONG, No. 218, S.C.  
 A REGULAR CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 23rd instant, at 8 for 8.30 p.m. precisely. Visiting Companions are cordially invited.  
 Hongkong, 16th November, 1892. [1140]

## To be Let.

**TO BE LET.**  
 A LARGE, ELEGANT, and AIRY HOUSE, No. 112 and 114—1½ WELLINGTON STREET (good locality), with Spacious Godowns and Office accommodations, also Out-Houses and Servants' Quarters, suitable for Foreigners, is to be let.  
 For Rent and other information apply to E. PUBANEY, No. 54, Lyndhurst Terrace, Hongkong, 15th November, 1892. [1136]

**NEW HOUSES IN RYDON TERRACE**—Boulevard Road, near Bressy Point.  
 A LARGE Six-roomed House at Magazine Gap. Rent inclusive of taxes \$35 per month.  
 No. 4, BLUE BUILDINGS.  
 OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)  
 GODOWN (under Messrs. Douglas Laprak & Co. Office).  
 GODOWN, No. 1A, Blue Buildings.  
 SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.  
 FIRST FLOOR, No. 22, Elgin Street.  
 Nos. 4 & 5, VICTORIA VIEW, Kowloon.  
 FLOORS No. 5, Shelley Street.  
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
 Hongkong, 16th November, 1892. [1086]

**TO LET.**  
 HOUSES IN KNOTSFORD TERRACE, Kowloon.  
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
 Hongkong, 1st November, 1892. [1087]

**TO LET.**  
 A SIX-ROOMED HOUSE with TENNIS COURT, on Robinson Road.  
 Apply to W. WOTTON, Hongkong, 1st November, 1892. [1088]

**TO LET.**  
 No. 9, SEYMOUR TERRACE.  
 No. 6, QUEEN'S ROAD (lately occupied by Asak Office).  
 OFFICES in No. 4, Praya Central (lately occupied by Messrs. Gilman & Co.).  
 No. 3, PEDDER'S HILL.  
 Apply to DAVID SASSOON, SONS & Co., Hongkong, 10th November, 1892. [1085]

**TO LET.**  
 WITH IMMEDIATE POSSESSION.  
 THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Ross of China, Limited.  
 Also, Two Large AIRY ROOMS on the Top Floor of above.  
 Apply to DAKIN, CRUICKSHANK & Co., Ltd., Victoria Dispensary, Hongkong, and August, 1892. [1084]

## Mails.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**  
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
 PROPOSED SAILINGS FROM HONGKONG.  
 Oceanic, Tuesday, 29th Nov.  
 Gaelic, Tuesday, 20th Dec.  
 Brigs (via Honolulu), Thursday, 19th Jan., '93.  
 THE Steamship "OCEANIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 29th November, at 4 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

**RATES OF PASSAGE.**  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00  
 To Liverpool and London, 325.00  
 To Paris and Bremen, 345.00  
 To Havre and Hamburg, 335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.  
**RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.**

DESTINATION.	1st Class	2nd Class	3rd Class
Kansas City, Mo., Omaha, Neb.	285.00	201.50	151.50
St. Louis, Mo.	292.50	209.00	159.00
St. Paul, Minn., Minneapolis, Minn.	292.50	209.00	159.00
Chicago, Ill.	297.50	209.00	159.00
Milwaukee, Wis.	297.50	209.00	159.00
Cincinnati, Ohio	302.50	209.00	159.00
Columbus, Ohio	302.50	209.00	159.00
Cleveland, Ohio	302.50	209.00	159.00
Toronto, Canada	302.50	209.00	159.00
Pittsburg, Penn.	310.25	209.00	159.00
Niagara Falls, N.Y., Buffalo, N.Y.	310.25	209.00	159.00
Washington, D.C., Baltimore, Md.	310.25	209.00	159.00
Montreal, Canada	310.25	209.00	159.00
Philadelphia, Penn.	310.25	209.00	159.00
New York	310.25	209.00	159.00
Boston, Mass.	310.25	209.00	159.00
Portland, Maine	310.25	209.00	159.00

All the above Rates are in Mexican Dollars.  
 Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.  
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
 Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months ..... \$337.50  
 12 months ..... \$397.75  
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
 Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.  
 J. S. VAN BUREN, Agent.  
 Hongkong, 11th November, 1892. [1082]

## F. Blackhead &amp; Co.,

**SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.**  
**NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.**  
 No. 7, Praya Central, HONGKONG.

**SOLE AGENTS FOR**  
**HARTMANN'S RAHTJEN'S GENUINE COMPOSITION** for the **BOTTOMS OF IRON AND STEEL SHIPS.**  
**HARTMANN'S GREY PAINT** for coating the **INSIDES OF STEEL SHIPS.**  
**MOTOR LAUNCHES PATENT DAIMLER.**  
**DAIMLER INDUSTRIAL MOTORS.**  
**TRAMWAYS, COACHES and FIRE ENGINES.**  
**LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS** to Board of Trade Rules.

**ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.**  
**EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.**  
**AT REASONABLE PRICES.**  
**CARDIFF, AUSTRALIAN and JAPAN COALS,** supplied at the shortest notice to Steamers at lowest market rates.  
 Hongkong, 21st October, 1892. [1083]

## Mails.

**U. S. MAIL LINE.**  
**PACIFIC MAIL STEAMSHIP COMPANY** THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.  
 PROPOSED SAILINGS FROM HONGKONG.  
 Peru ..... Saturday, 19th Nov.  
 City of Rio de Janeiro ..... Saturday, 10th Dec.  
 City of Peking ..... Saturday, 31st Dec.  
 THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 19th Nov., at 4 P.M., taking passengers and Freight for Japan, the United States, and Europe.  
**RATES OF PASSAGE.**  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00  
 To Liverpool and London, 325.00  
 To Paris and Bremen, 345.00  
 To Havre and Hamburg, 335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

## RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	1st Class	2nd Class	3rd Class
Kansas City, Mo., Omaha, Neb.	285.00	201.50	151.50
St. Louis, Mo.	292.50	209.00	159.00
St. Paul, Minn., Minneapolis, Minn.	292.50	209.00	159.00
Chicago, Ill.	297.50	209.00	159.00
Milwaukee, Wis.	297.50	209.00	159.00
Cincinnati, Ohio	302.50	209.00	159.00
Columbus, Ohio	302.50	209.00	159.00
Cleveland, Ohio	302.50	209.00	159.00
Toronto, Canada	302.50	209.00	159.00
Pittsburg, Penn.	310.25	209.00	159.00
Niagara Falls, N.Y., Buffalo, N.Y.	310.25	209.00	159.00
Washington, D.C., Baltimore, Md.	310.25	209.00	159.00
Montreal, Canada	310.25	209.00	159.00
Philadelphia, Penn.	310.25	209.00	159.00
New York	310.25	209.00	159.00
Boston, Mass.	310.25	209.00	159.00
Portland, Maine	310.25	209.00	159.00

All the above Rates are in Mexican Dollars.  
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
 Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months ..... \$337.50  
 12 months ..... \$397.75  
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.  
 J. S. VAN BUREN, Agent.  
 Hongkong, 2nd November, 1892.

## Intimations.

**G. FALCONER & CO.**  
**WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.**  
**NAUTICAL INSTRUMENTS, CHARTS and BOOKS.**  
 No. 48, Queen's Road Central. 1632

**LEVY HERMANOS.**  
**IMPORTERS OF JEWELLERY and DIAMONDS** in great variety, by every Mail, fresh consignments of latest Novelties from Europe.  
**CHRONOMETERS, CLOCKS, and WATCHES** of all kinds. Handsome TIMEPIECES, and all kinds of Opticians' Goods.  
 Opposite the Telegraph Companies' Office, Hongkong, 16th September, 1892. [1924]

**CHS. J. GAUFF & CO.**  
**CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.**  
**CHARTS and BOOKS.**  
**NAUTICAL INSTRUMENTS.**  
 Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.  
 No. 8, Queen's Road Central. 1641

**SIEN TING,**  
**SURGEON-DENTIST.**  
**NO. 10, D'AGUILAR STREET.**  
**TERMS—VERY MODERATE.**  
 Consultation free.  
 Hongkong, 27th September, 1892. [1066]

**HONGKONG TIMBER YARD, WANCHAI.**  
**OREGON PINE SPARS and LUMBER** Always on Hand.  
 L. MALLORY.  
 Hongkong, 24th June, 1892. [1065]

**ONE BOX OF CLARKE'S 41 PILLS** is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [1110]

## Mails.

**CANADIAN PAC**